

DEATH IN FLOOD AND CYCLONES

CHURCH, WANTED FOR DOUBLE MURDER, IS TAKEN TO CHICAGO

SOUTH WISCONSIN COUNTIES SWEEP BY HEAVY STORM

WATERTOWN CENTER OF DISASTROUS CLOUD-BURST.

5 INCHES OF RAIN. Two Dead in Dakota Tornado; Omaha Reports Big Damage.

A heavy rain storm—which amounted to a cloud-burst in many townships—swept over Chicago, Jefferson and Waterville counties Friday afternoon and night. Heavy damage was caused in Waterville, where 5.1 inches of water fell in three hours, starting about 3 p. m.

The force of the storm also was felt in Lake Mills and adjacent territory. In both Lake Mills and Waterville, trees and buildings were blown down. The rain was so intense that the sidewalks were slick. Crops still in the fields suffered to the extent of several dollars.

Lacourville Derailed.

The locomotive of a passenger train near Duplaireville, Wisconsin county, was derailed during the cloudburst. Precautions by the train crew prevented further damage. A large heap of debris was carried onto the railroad right-of-way by the torrent from the adjacent hills, causing the front trucks of the locomotive to leave the rails.

Streets Flooded.

In Waterville, the flood for more than an hour covered the street curbs. So swift was the water coming down the streets that automobiles were washed down grades for blocks, many of them tipping over. Streets rose more than a foot in five hours. Drainage ditches were rapidly filled to overflowing and in many places the water flooded the roads and streets.

Storm Slight Here.

While the skies were dark to the north during Friday afternoon and rain threatened, the rain did not reach Janesville until early Saturday morning. The force of the storm, however, was felt here.

Janesville people, traveling by motor car, were caught in the Waterville cloud-burst and, on leaving later in the afternoon, were surprised to find the roads dusty in Rock county.

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Second Body Is Unearthed from Under Church Garage

Chicago.—A body, doubled up and bound by heavy cord, believed to be that of Carl Ausmus, automobile salesman who disappeared Thursday, with Bernard J. Daugherty, whose body was found in the Des Plaines river Friday, was unearthed Saturday under the garage in the rear of the home of H. W. Church, 2922 Fulton street.

When police detectives had scooped away the earth they found the body had been doubled up with the knees against the chest. A heavy cord bound the wrists to the ankles.

Upon establishing that the entire body was in the home grave, police ceased their excavations awaiting the arrival of the coroner.

Body Identified.

Chicago.—The body of the man found buried under the garage of the home of H. W. Church was positively identified Saturday afternoon as that of Carl Ausmus, automobile salesman who has been missing for two days.

Bringing Him Back.

Church was being brought back to Chicago from Adams, Wis., where he was arrested Friday night, in connection with Daugherty's death. Church denied any knowledge of Daugherty's death and said he did not know Ausmus.

The inquest into Daugherty's death was indefinitely continued Saturday morning after brief testimony. J. J. Sommers testified that Daugherty and Ausmus had gone with Church after the latter had purchased an automobile from the company of which Sommers was manager. He said he last saw the two men with Church Thursday morning.

Ends One Mystery.

Before Ausmus' body was discovered buried under two feet of earth, River Forest and Maywood police had conducted a thorough search of the river where Daugherty's body, encased in mud and mud, was found. They gave up the search at noon, shortly before police found Ausmus' body in Church's backyard.

The discovery of the body ended the mystery of Ausmus' disappearance. He had been suspected, he had met with foul play. Blood stained clothing and hats, with the murdered man's initials, were found in the basement of Church's home. It was expected Church would arrive here in custody of detectives late Saturday.

Dynamite Used to Find Body

Chicago.—Dynamiting of the Des Plaines river at Maywood, a Chicago suburb was in progress Saturday in an effort to recover the body of Carl Ausmus, who disappeared Thursday.

It was expected Church would arrive here in custody of detectives late Saturday.

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Investigate Suicide of Drug Agent

New York.—Investigation of the suicide of Frank J. Fitzpatrick, chief narcotic agent of the internal revenue department for New York, following a spectacular drug and whiskey raid Friday on the Greek steamship King Alexander, was begun Saturday, Col. O. G. Forner, executive assistant to the chief of the narcotic division.

Fitzpatrick, one of the leaders of the raid, shot himself twice through the heart, shortly after the raiders had found a battle in which five men were wounded and had seized drugs and whiskey valued at \$200,000.

His associates could explain the suicide only by saying that Fitzpatrick had been in ill health for some time and that he might have become temporarily deranged by excitement induced by the thrilling encounter with members of the King Alexander's crew.

Twenty-six members of the crew were held by federal authorities Saturday in connection with the smuggling plot. The entire crew of more than 300 was arrested, but all but the 26 were released after an examination.

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MAN DISMISSED BY FIRE CHIEF TO GET HEARING, SEPT. 19

O'LEARY, THROUGH COUNSEL, ASKS TIME TO PREPARE DEFENSE.

TALK STATE LAW Propose Raise for Firemen Rather Than Two-Platoon System.

Members of the police and fire commission meeting in special session at the city hall, Friday night, fixed September 18 as the date for hearing the case of John O'Leary, suspended from the fire department by Chief C. J. Murphy two weeks ago. It was thought the case would be heard Friday night, Chief Murphy with nine firemen being present as witnesses but Attorney J. G. McNeill, appearing for O'Leary, asked that he be formally served with a copy of the charges and the hearing date be set in the future to permit him to prepare a defense.

Two charges were set forth by Chief Murphy in his charges against O'Leary as read Friday night: First, that O'Leary refused to learn the location of the fire alarm boxes saying if there weren't some one in the engine house to tell him where to go he would stay in the house.

The suspended fireman's position was also read, declaring he was ousted from the department without just cause or provocation and that he had always discharged his duties faithfully since entering the department, two years ago.

Police Officers Appointed.

Business of the meeting prior to discussing the O'Leary case consisted of acceptance of the resignations of Harvey Jones and John Barry from the police department and the appointment of William Saxby, August Serstad and W. H. Ford as regular police officers. They have been on duty as special policemen.

George G. Sutherland presided. Frank P. Crook, newest member of the commission appointed to succeed J. P. Cullen, took his seat. Friday night, John E. Kennedy, secretary, and Dr. Guy C. Waulke, were also present. J. B. Francis being the only member absent.

Object of the two-platoon system for fire departments which the state law orders put in effect in all cities by January 1, 1922, Chief Murphy (Continued on page 4.)

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Mexicans, Trapped by Water Die Like Rats in San Antonio

San Antonio.—Thirty bodies, mostly women and children, were in morgues Saturday, following a disastrous flood here Friday night, while police estimates of the number of victims ranged as high as 500. Early estimates placed the property loss at several million dollars. While troops from Fort Sam Houston patrolled the city, organized bands of workers searched the flood swept area for bodies and to extend relief.

As the water recedes, organized bands of workers and rescuers are searching the ruined homes. The identified dead are:

Mrs. Vaskinder, initials and residence unknown.
Mrs. Emma Corin.
Garin baby, 17 months old.
Mrs. Elena Hernandez.
Estelita Hernandez, 5 years old.
Adolfo Hernandez, 4 years old.
Virginia Gomez.
Cadenia infant.
Mrs. Zepeteda and two children, address unknown.

Flood Sudden and Disastrous

Troops from Fort Sam Houston are patrolling the city and aiding in relief work.

The water supply is cut off as is the electric light and telephone power.

Water stood 15 feet deep in the lobby of the Hunter hotel, a block from the river. The flood reached to the Alamo Plaza on the east, five blocks from the river.

The power house will be out of commission for at least two or three days. There is a partial telephone service. Water service will be cut off for at least 24 hours. Street car service is out indefinitely.

Both banks of the San Antonio river are strewn with the wreckage of houses. A number of automobiles were swept away.

Throughout the night the east and west sides of the city were cut off from each other and it was only at daylight that the waters had receded sufficiently to permit crossing by one bridge. In the northern part of the city, the water was so deep that the San Antonio Light succeeded in issuing an extra on a hand press at 6 a. m.

Alarming reports of loss of life in the valley of the San Antonio river south of the city are coming in, but the Light is unable to confirm them. At 8 a. m. Phil Wright, commissary (Continued on page 5)

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GOLD HELD MOTIVE FOR FARM KILLING

Family Treasure Missing from Hoyer Homestead, Officers Find.

Milwaukee.—In the missing of what is said to be a large amount of personal property, including gold and jewelry, District Attorney Peter M. Heiras of Ozaukee county announced these facts as clues in the motive for the double murder of Mr. and Mrs. Hoyer at their farm on the Port Washington road, two weeks ago.

The value of the missing property is placed at between \$10,000 and \$20,000, the prosecutor said.

Officers discovered Friday afternoon and Saturday have led the district attorney and sheriff to conclude that this gold and other personal property was concealed about the farm house or perhaps buried on the premises of the Hoyer homestead.

In an attempt to find this hiding place and determine whether the four handiwork who murdered Mr. and Mrs. Hoyer obtained the hidden fortune, Sheriff Joseph Ratter, one of his deputies and Mr. Heiras went to the Hoyer homestead Saturday to search the place. The deputies were armed with shotguns and rifles to search the yard and orchard.

The discovery of this clue is the result of four days of interrogation of old residents, neighbors and acquaintances of the Hoyer family and their ancestors.

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PLAN NEW SYSTEM FOR MILK PRICES

County Agents Called in for Conference on Marketing Company.

County agents in the Chicago milk market district were called into Chicago Friday by the Illinois association for a conference relating to their future policies of the co-operative marketing company. It. T. Glasco, attended from Cook county and the counties of Southern Wisconsin and Northern Illinois having dairy interests sent representatives.

The calling of the meeting was on the admission that the market company is on rather dubious foundation and needs bolstering to furnish an adequate outlet for milk produced.

Difference in Price.

With organized milk producers leaving the pool for the reason that they paid spread charges of at least ten per cent, while non-members obtained the high marketing price without the spread charges, the Illinois society desires some remedy.

At the same time the county agents and others made a united demand that milk be sold retail for at least 10 cents a quart, while the producers obtain \$1.50 a hundredweight, about three cents a quart. Not only was this demand made for Chicago where milk is sold for 14 cents but also in the outlying districts.

Neel Marketing Plan.

While not connected with the marketing conference, it was reported the agriculture association held that the co-operative marketing plan was the salvation of the dairy owners in the two states. Establishing of local milk plants to take care of surplus milk—the big problem of the dairy business—was advocated. Shipping fluid milk is costing too much, it was stated.

"Everyone at the meeting seemed anxious that the marketing plan be fully re-organized on a basis where it has a chance to succeed," reported Agent Glasco. "Otherwise it is riding to a severe fall. It was conceded that prices had been kept too high, and that some members will be taken to task for this. There will be an additional amount over unorganized producers. This can be worked out on a basis of services charges."

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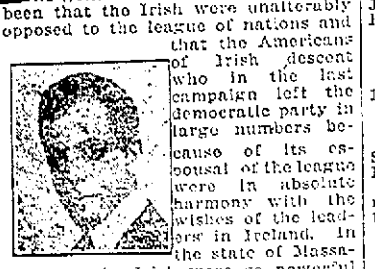
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IRISH DEMAND ON LEAGUE SURPRISE

Unalterable Opposition Heretofore Thought Attitude of Erin.

By DAVID LAWRENCE.
Copyright 1921, by Janesville Gazette.

The general impression here has been that the Irish were unalterably opposed to the league of nations and that the Americans who had been in the league of nations since the beginning of the league of nations had been in the league of nations since the beginning of the league of nations.



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Sues to Oust Sheriff from Monroe Office

(Special to the Gazette.)

Monroe—Adolph Ammon, a butcher of Madison, has started suit against Sheriff Charles H. Bucher, challenging his right to that office. The purpose of the action is to oust the sheriff, who is charged with "usurping, intruding into and unlawfully holding and exercising the functions of the office of sheriff."

Baby Crushed Under Wheels

(Special to the Gazette.)

Delavan—Wilbur Reynolds, 3 year old son of Mr. and Mrs. Louis Reynolds, is dead as the result of falling from a manure spreader on which he was riding Friday with his father. The wheels passed over his head and he died an hour later at the Delavan hospital without regaining consciousness. The family lives on a farm six miles south of Delavan, on the East Delavan road. Funeral services will be held at 2:30 p. m. Sunday at East Delavan. One brother and two sisters survive.

In the Churches

St. Mary's Church.—Corner of First and Wisconsin streets. On Sunday, Sept. 12, 6 a. m.; second mass, 7:30 a. m.; children's mass, 8 a. m.; high mass, 10:30 a. m.; evening service, 7:30 p. m. Week-day masses at 7:30 and 8:30 a. m. Rev. Charles M. Olson, pastor; Rev. Francis Kinnegan, assistant pastor.

St. Patrick's Church.—Corner of Cherry and Belmont streets. On Sunday, Sept. 12, 6 a. m.; second mass, 7:30 a. m.; children's mass, 8 a. m.; high mass, 10:30 a. m.; evening service, 7:30 p. m. Week-day masses at 7:30 and 8:30 a. m. Rev. J. C. Ryan, pastor; Rev. J. C. Ryan, assistant pastor.

Trinity Episcopal Church.—North Jackson and W. Bluff streets. Rev. Henry Williams, pastor. On Sunday, Sept. 12, 8 a. m.; 10:30 a. m.; 4:30 p. m. Church school, 9:30 a. m. Morning service, 10:30 a. m. and sermon, 10:30 a. m.

St. Peter's Evangelical Church.—South Jackson and Center streets. Pastor G. J. Miller, 216 Center street. On Sunday, Sept. 12, 8 a. m.; 10:30 a. m.; 4:30 p. m. Church school, 9:30 a. m. Morning service, 10:30 a. m. and sermon, 10:30 a. m.

Congregational Church.—Jackson and Dodge streets. Rev. Frank J. Scribner, pastor. On Sunday, Sept. 12, 8 a. m.; 10:30 a. m.; 4:30 p. m. Church school, 9:30 a. m. Morning service, 10:30 a. m. and sermon, 10:30 a. m.

First Baptist Church.—South Jackson and Dodge streets. Rev. Frank J. Scribner, pastor. On Sunday, Sept. 12, 8 a. m.; 10:30 a. m.; 4:30 p. m. Church school, 9:30 a. m. Morning service, 10:30 a. m. and sermon, 10:30 a. m.

St. John's Lutheran Church.—North Jackson and Dodge streets. Rev. Frank J. Scribner, pastor. On Sunday, Sept. 12, 8 a. m.; 10:30 a. m.; 4:30 p. m. Church school, 9:30 a. m. Morning service, 10:30 a. m. and sermon, 10:30 a. m.

First Lutheran Church.—Corner of West Bluff and Madison streets. On Sunday, Sept. 12, 8 a. m.; 10:30 a. m.; 4:30 p. m. Church school, 9:30 a. m. Morning service, 10:30 a. m. and sermon, 10:30 a. m.

Presbyterian Church.—North Jackson and Dodge streets. Rev. Frank J. Scribner, pastor. On Sunday, Sept. 12, 8 a. m.; 10:30 a. m.; 4:30 p. m. Church school, 9:30 a. m. Morning service, 10:30 a. m. and sermon, 10:30 a. m.

First Methodist Church.—Corner of West Bluff and Madison streets. On Sunday, Sept. 12, 8 a. m.; 10:30 a. m.; 4:30 p. m. Church school, 9:30 a. m. Morning service, 10:30 a. m. and sermon, 10:30 a. m.

First Christian Church.—Corner of South Main and Third streets. On Sunday, Sept. 12, 8 a. m.; 10:30 a. m.; 4:30 p. m. Church school, 9:30 a. m. Morning service, 10:30 a. m. and sermon, 10:30 a. m.

United Brethren Church.—Corner of North Main and Third streets. On Sunday, Sept. 12, 8 a. m.; 10:30 a. m.; 4:30 p. m. Church school, 9:30 a. m. Morning service, 10:30 a. m. and sermon, 10:30 a. m.

SCHOOL PADS 5c.
For sale at The Gazette Office.
Advertisement.

Sharon

(By Gazette Correspondent.)

Sharon—Mrs. A. D. Kendall and two daughters of Portland, Oregon, are visiting here. Mrs. Kendall is a business visitor in Janesville. Wednesday—Mr. and Mrs. Harvey Willard of Milwaukee spent part of Wednesday with her parents, Mr. and Mrs. C. Sund. Frank Stupfel returned Thursday from Geneva.

Miss Florence Culver of Chicago came Thursday to visit at the A. W. Salisbury home. The Misses Ethel Pramer and Marion Milne were married Wednesday.

The Misses Grace and Lila Eaton of the Brick church are spending the week at the home of Mrs. Minnie Griffin. The Misses Bertha Robbins, Kate Crevier, Francis Wiso and Jonas Alexander spent Wednesday with friends in Madison.

Mr. and Mrs. Charles Goetz were at Delavan, Wednesday, to see Mrs. Fred Goetz, who is a patient at the Delavan hospital. Miss Mary Klein returned home Thursday from a visit to friends in Beloit.

SCHOOL PADS 5c.
For sale at The Gazette Office.
Advertisement.

ELKHORN CROWDS SET NEW RECORD

114,000 Attend Walworth County Expo; Winners Announced.

(Special to the Gazette.)
Elkhorn.—The Walworth county fair came to a successful close Friday night after a four day showing of the most stock, produce and other exhibits from Southern Wisconsin farms.

All records for attendance were smashed with the announcement by fair officials that 114,000 persons attended. There were 41,000 at the fair Thursday. Friday's crowd was estimated at 25,000.

The interest shown by the pure bred Guernsey, Holstein and other associations of stock, Walworth and Jefferson counties was largely responsible for the large showing in this division. The ribbons displayed by the various breeders who won at state and county fairs attracted much attention.

Following is a partial list of the winners in the cattle division:
Class 1—Pure bred Guernseys.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 2—Pure bred Holsteins.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 3—Pure bred Jerseys.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 4—Pure bred Ayrshires.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 5—Pure bred Friesians.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
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(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 6—Pure bred Shorthorns.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 7—Pure bred Devonians.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 8—Pure bred Angus.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 9—Pure bred Galloways.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 10—Pure bred Scotch Friesians.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 11—Pure bred Kerry.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 12—Pure bred Kerry.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 13—Pure bred Kerry.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 14—Pure bred Kerry.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 15—Pure bred Kerry.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 16—Pure bred Kerry.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 17—Pure bred Kerry.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
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(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 18—Pure bred Kerry.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
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(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 19—Pure bred Kerry.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

Class 20—Pure bred Kerry.
(1) Bull, 2 years old or over—1st, J. W. Lathers, Beloit.
(2) Bull between 2 and 3 years old—1st, J. W. Lathers, Beloit.
(3) Bull calf, senior—1st, J. W. Lathers, Beloit.
(4) Bull calf, junior—1st, J. W. Lathers, Beloit.
(5) Heifer, senior yearling—1st, J. W. Lathers, Beloit.
(6) Heifer, junior yearling—1st, J. W. Lathers, Beloit.
(7) Heifer, senior—1st, J. W. Lathers, Beloit.
(8) Heifer, junior—1st, J. W. Lathers, Beloit.
(9) Heifer calf, senior—1st, J. W. Lathers, Beloit.
(10) Heifer calf, junior—1st, J. W. Lathers, Beloit.

MAGGIE RISER AGAIN CLIPS BADGER RECORD

Fond du Lac, Wis.—Maggie Riser, Fond du Lac's sensational mare owned by T. H. O'Brien, broke the state track record for a half mile track at the county fair when she posted a mile in 2:13.2 in a trial against her local track record of 2:13.4.

Maggie Riser broke the state record at Janesville early in August, when she covered a half mile in 1:51 on the local track. At that time she did the mile in 2:03.2.

VOTE TO DECIDE FATE OF OWN JOB AS ASYLUM HEAD
(Special to the Gazette.)
Monroe.—An interesting situation in regard to the appointment of the superintendent of the Green county asylum and asylum has arisen here and the majority of M. C. Durst, former sheriff and a commissioner, may decide who succeeds to the office. Durst is a candidate and has a right to vote for himself. There are two other men on the commission and one is for Durst, he is John Dick, Monticello. Commissioner Frank Durst, Monticello, is for the appointment of Walter Whitehead and thinks Durst ought not to vote for himself. It appears Durst can be elected anytime the roll is called providing he wishes to vote for himself.

PRESIDENT GOES TO ATLANTIC CITY
Washington.—President Harding arranged Saturday to spend the week end at Atlantic City, leaving Washington shortly after noon by automobile for the coast resort.

FOR RENT: Large front room
with all modern conveniences, suitable for two gentlemen. One block from Grand Hotel. 229 Jackson St. Advertisment.

More Mileage—how to get it. Hear the Goodyear Tire Expert this afternoon and tonight at Phlatery's, 310 W. Milwaukee St. Advertisment.

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Palmer School Graduate 1912. Both phones 37. 435 Jackson Bldg. Hours: 10 to 4; 6 to 8 p. m. Janesville, Wisconsin.

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Specializing in Women's and Children's Diseases. MAUDE WINSHIP MACKIN, D. C. P. C. Office Hours: 10 to 4; 6 to 8 p. m. Sundays, Other Hours by Appointment. Telephone 301. 102 Complete Spinal Laboratory.

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Ladies' and Gents' Garments.
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Parlors 15 W. Milwaukee St.
Res. 426 N. Pearl.
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Corner 6th and Liberty Sts.
Phone 2127. Beloit, Wis.

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HAROLD MCKEYAN
R. F. D. No. 1
R. C. Phone 5557-J. Janesville.

Buy Direct From Grower
Advantages of buying shrubs and trees at home. Goods grown in same climate, our same day orders delivered, a large assortment of stock on hand.
A chance to personally select your plants. We will direct to the purchaser as we hire no agents. Our hedge plants range from 15c and 50c each.

BELOIT NURSERIES, INC.
Phone 458. On Interurban R. R.

Ask Your Grocer
FOR
King Midas
OR
Mother's Best
Flour
Every Sack Guaranteed.
F. H. Green & Sons Co.
Flour Jobbers.

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Phone 369. Beloit, Wis.
Agent for Sales, Broom Equipment and Milling Machines.

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Anything You Want—These Advertisers Render Service and Quality at Reasonable Prices.

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Osteopathic Physician
222 Hayes Block
Office phones: R. C. 510, Bell 149-W.

DR. E. SCHWEGLER
Osteopath
403 Jackson Bldg. R. C. Phone 224.
Bell Phone 675. Residence Phone: R. C. 1321; Bell 1332.

DR. EDITH BARTLETT
PHYSICIAN AND SURGEON
104 W. Milwaukee St.
Office hours: 1 p. m. to 5 p. m.
Office phone: Bell 872; R. C. Red 854. Residence phone: Bell 948.

E. H. DAMROW, D. C.
CHIROPRACTOR
Palmer School Graduate
209 JACKMAN BLDG.
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CREAM WANTED

**Ship or Bring Your Cream and Milk
to Bays Who Pays Highest
Cash Prices.**

Bays has always provided a market for the farmers' milk since 1916. During that time we have purchased more than 21,000,000 pounds of milk for which we paid hundreds of thousands of dollars to the farmers of Rock County.

We are now preparing in our large factory, which has a floor space of 35,000 feet, to make butter and a larger variety of foreign and domestic dairy products. We want more cream and milk.

Our plant is the best equipped in the State for handling dairy products in large quantities and is one of the most sanitary cheese factories in the State.

We sell to wholesale and retail dealers the high quality of goods we manufacture at good prices and always pay high prices to the farmer for his cream and milk.

Remember you get highest prices in cash for your cream and milk here.

BAYS CREAMERY CO.

Established 1914. CENTER AVE. In Janesville Since 1916

WHEN A STAGE COACH RAN BETWEEN JANESVILLE AND RACINE

This Is the Story of the First Passenger Line from Janesville to the Lakes—How the People Rode 80 Years Ago from Racine to Rock River.

When the Gazette was printed on that first day way back yonder 76 years ago, the 14th day of August, there were several stage lines in operation. One and not the least important was the one between Racine and Janesville. On this line with its old stages, the largest part of the travel to and from the east came. It was a boat trip from Buffalo or Chicago or any other city far to the east, a landing at Racine and then the "Let 'em go!" for the stage coach and the horses.

E. W. Leach has contributed an intensely interesting article on the old stage coach days in Southern Wisconsin and the Gazette through the courtesy of the Racine Journal-News is enabled to present it to its readers.

In that time one could go to Racine by stage, take a boat to Chicago and have his meals for less than the fare to Chicago now from Janesville.

HISTORY OF LOCAL TRANSPORTATION SYSTEM PROVES INTERESTING: FORMER HORSE-DRIVEN COACHES CONSTRUCTED ALONG NORTH LINES.

The settlement of Southeastern Wisconsin was begun in 1835, and from that time until 1855 its growth was rapid; towns were built up and cities chartered; farms were cleared and cultivated and big harvests gathered; manufacturing foundations were laid; courts established; churches were founded, and civilized society otherwise organized to fit the surrounding country. Public transportation facilities were reduced to simple terms.

Pioneer Stage Line Owner and Manager



WILLIAM BESWICK

the horse and wagon for freight, and the horse and stage coach for passenger traffic. The earliest roads, which were dirt roads—were bad at best, and all but impossible in some seasons. These conditions, coupled with the fact that there was much travel along the main roads, and many transients in every settled community, developed the old-time country tavern, which was built and maintained in every settlement, and at many cross roads. The stories of the stage and the tavern therefore can not well be separated, and this sketch will contain a little about both.

Stage An Important Factor.
Two generations have come, and two have gone, since it was necessary to patronize a stage line when

Wednesday and Friday for Janesville.

Stage on Schedule Time.
In 1848-49 the plank road was built from Racine to Janesville, and sometime later the stage line came into possession of Beswick and Jones. At any rate they were the proprietors in 1855, as evidenced by the way-bills reproduced herewith. It will be noted that the stage made the trip every other day, while the Beswick line made daily trips to the north, and the former driving over a dirt road, the latter over a plank road. When it is remembered that Janesville is 60 miles from Racine, it will be admitted that the stage must have kept steadily on the move, with several changes of horses, to make that distance every day. The stage had running connections with other lines where they met at junction points, and exchanged passengers.

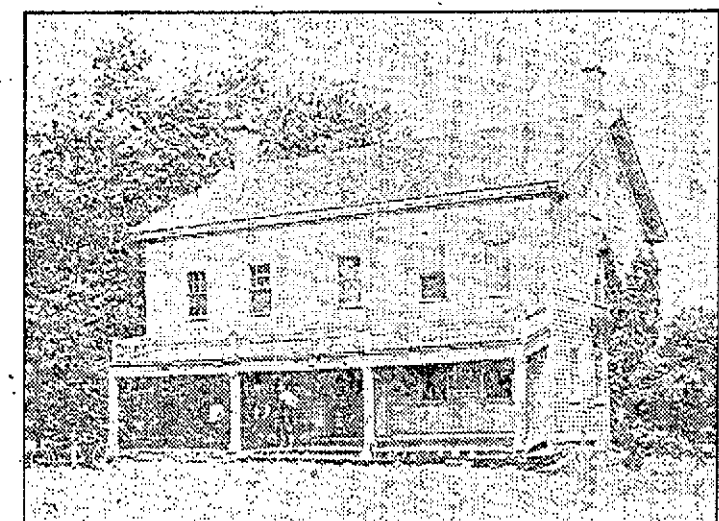
The Beswick & Jones stage line carried the United States mails, and was obliged by its contract to make daily trips on a regular schedule time. The barn of the Beswick & Jones line was at the northeast corner of Wisconsin and Third street. It is a fact worth noting that this location has been used for no other purpose during the last seventy-five years, than that of a livery stable, and a garage; all old settlers with whom I have talked agree on that.

Running Connections With Railroad.
In an advertisement in the Racine Daily Journal in 1855, the Racine & Mississippi railroad makes the following announcement:
Connect at Duane with stage for Freeport; at Burlington for Rochester; at Watertown for Elkhorn; at Whitewater, and at Springfield for Geneva. It is a curious fact that ever since the above railroad has been in operation, it has had a "connection" at Springfield with stage for Geneva, and it is true today, although the stage is not the old-fashioned horse-drawn coach, but is undoubtedly a high-powered automobile.

An interesting comparison of rates charged by the stage line in 1855, and the C. M. & St. P. Ry. today, from Racine to points along the line, is shown herewith. The difference in cost is not greatly in favor of the railway, but if the time saved and the comfort in travel is considered, the margin of advantage would be much greater, of course. The rate to Geneva is that of the C. & N. W. Ry.

Racine to	Stage 1855	Ry. 1921
Union Grove	\$1.00	\$.58

Old Tavern at Ives Grove



a citizen of Racine wished to go to Burlington or to Janesville, on business or pleasure. In 1855 the Racine, Janesville and Mississippi railroad was finished to Burlington, and that put an end to the stage coach business west from Racine, for no one would ride in a stage when he could get a railroad train. The stage, however, was an important factor in the development of the country when it was new. Southeastern Wisconsin was honey-combed with stage routes and lines in the early days, and the stage was the main and head-quarters of one line, and an important station on another.

Livery Barns and Stage Stations.

In pioneer days every town had one or more livery barns—generally connected with the tavern—which were important stations in the transportation system of the frontier. The need for regular service and for handling of the mails, developed the most coach stage lines, which until the coming of the railroads was the "main line" of passenger travel. I have been told by James Eason, another old settler, that in the late forties there was a stage line running from Chicago through Racine, to Milwaukee and Green Bay, and that the station in Racine, where a change of horses was made, and passengers received, was on the east side of Main street, between Fourth and Fifth streets, where the Merchants' hotel is now located. John Brink & Co. being proprietors of the line. This firm had stage lines all over Southeastern Wisconsin, one of which was running from Racine to Janesville. In its time card, published in 1848, in the first Milwaukee directory, it was stated that the stage left Racine every Monday,

and engaged in numerous important business enterprises. In an advertisement in the Daily Journal of 1855, he announced that "William Beswick, on the Racine and Raymond plank road, was prepared to furnish lumber, building stone and lime, from his saw mill, quarry and lime kilns on Root river, one and one-half miles from the Lake Shore railroad station." Mr. Beswick continued the sale of lime, and stone for more than a quarter of a century. He also operated a grist mill at the same location. He served the country and city in many capacities, as commissioner of highways, town treasurer, county treasurer, city assessor and for ten years as alderman from the second ward. He died at Racine, May 17, 1886. None of his family survives.

Taverns of Early Days.

The writer has not the material at hand for a satisfactory account of the taverns of Racine, county, but can not omit some mention of them in connection with the short story of the stage lines.

The tavern of pioneer days in Racine village and county was an institution of varied service to the people who lived here, as well as to travelers who were passing through the country. A typical tavern provided sleeping rooms for travelers, of course, but there was also a large hall, generally on the second floor, which was used for dances, concerts and lectures; it was the meeting place also for secret societies and for political and community gatherings of all sorts—caucuses, conventions, campaign rallies and elections. The original Racine House, built in 1837, by Alfred Carr, on the southwest corner of Fifth street and Market square (now Monument square) for John M. Myers, who was his first landlord, was one of the earliest and best of the pioneer taverns of Wisconsin. The picture appearing herewith shows the structure somewhat remodeled—as it looked at the time it burned in the big fire of 1866. At the time it was built it contained the dance hall of the village, and was the meeting place of the people when there was any occasion for getting together, until the court house was built, in 1840. After that date most political meetings, lectures and church gatherings were for many years held in the court room.

Some Village Taverns.

William J. Smith tells me that in the fifties there was a tavern at the southeast corner of Eleventh street and the plank road (now Washington avenue) which was kept by a man named David Zanton. And also one called the Bull Head Inn on the south side of West Twelfth street, just west of Mount cemetery and one called the "Fountain House" just west of Mygatt's Corner on the same road.

On the waybill reproduced herewith may be seen—in the first column—the names of five Racine taverns, which for many years were real institutions in the village and city. The Western Hotel was located on the south side of the Plank road, between Center and Campbell (now Grand avenue) streets; it is still in operation as a hotel or boarding house; the City Hotel, which was on the east side of Washington street (now College avenue) between Fifth and Sixth streets, and is still in use as a boarding house; the Exchange, which was on the north side of Sixth street, on the present location of Pythian Castle; the Racine House, described and located in another paragraph, and Congress Hall, which because of its "superior style and pretensions" might possibly be just out of the tavern class and be rated as a hotel. It was located at the southwest corner of Third street and Chatham (now Lake avenue) fronting the lake.

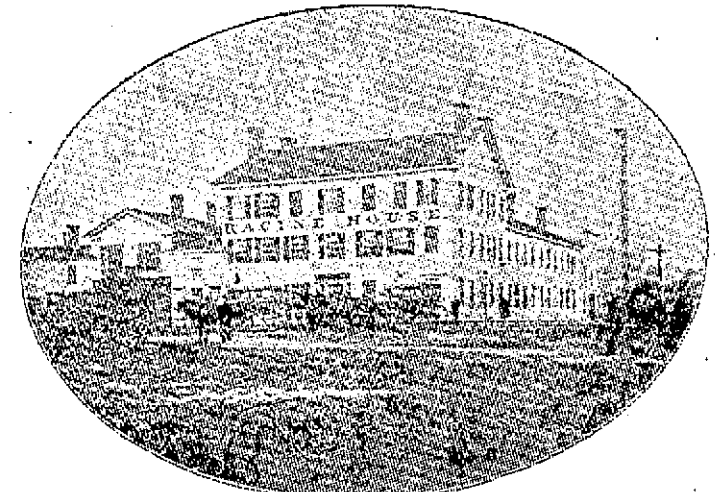
Some County Taverns.

At Ives Grove, ten miles west of Racine, was a typical country tavern built in the late forties by Roland Ives, and conducted by him for many years. It was a "fixin'" including a barroom, which occupied the west end of the main floor. It came into disuse as a tavern a long time ago, and a first-class general store was conducted there for some years by James Green, and later by Thomas Burns of Corlies, which was the last use to which it was put, for it was abandoned about fifteen years ago. The building was torn down in 1920 by Adam Lauber, who now owns the property, to make way for a modern home on the premises.

A famous tavern in the old days was the Santee house in the town of Santee. This tavern had a spring floor on its large dance hall, and it is said that a fat man, dancing on it for the first time, stopped the music in alarm, exclaiming, "Hold on, your floor's got the ague." Many of the more pretentious dance halls were provided with these spring floors, which were constructed independently on the walls, and which required some practice to become accustomed to.

One of the first taverns in the county was that of Elisha Raymond, who located in the town of Raymond, which was named for him, in 1835. He brought a drove of live stock with him when he came. John T. Drowbridge built a two-story log tavern in the town of Dover in 1835, and the same year Levi Godfrey opened the first tavern on the western end of the county at Rochester. It was a double log house in which was held the first political convention in Wisconsin to

Early Day Hotel, Built in 1837



William Beswick.

William Beswick, senior member of the stage firm of Beswick & Jones, was born in England in 1812; came to Canada in 1824 and to Racine in 1842. He was a pioneer of the city,

Post Coach Delay Bill, from Racine to Janesville and Back, Monday May 21st 1855

PASSENGER'S NAME	SEATS	FROM	TO	FARE	CRS.	BY WAGON RECEIVED	EDL'S	CTS
Western Hotel	1	Racine	Janesville	3.00				
City Hotel	3	"	"	8.00				
Exchange	1	"	"	1.80				
Log Cabin	2	"	"	3.60				
Racine House	1	"	"	1.50				
Killbuck	1	"	"	1.50				
Congress Hall	1	"	"	1.25				
Residence	1	"	"	1.25				
W. J. Lyon	1	Burlington	Elkhorn	.75				
W. J. Lyon	2	"	Beloit	4.00				
W. J. Lyon	2	"	Spring Prairie	1.00				
W. J. Lyon	1	Spring Prairie	Elkhorn	.87				
W. J. Lyon	2	Elkhorn	Beloit	1.50				
W. J. Lyon	1	Beloit	Janesville	1.50				
W. J. Lyon	1	Janesville	Racine	1.25				
W. J. Lyon	1	"	"	.25				
W. J. Lyon	2	Janesville to Racine		7.00				
W. J. Lyon	1	Beloit	Delavan	2.50				
W. J. Lyon	1	Delavan	Elkhorn	2.50				
W. J. Lyon	1	Elkhorn	Racine	2.25				
W. J. Lyon	1	Racine		2.25				

Way Bill (14x16 1/2 inches) of the post coach on its trip from Racine to Janesville, on Monday, May 21, 1855, and its return trip the next day. In the column at the left is noted the place where the passenger was picked up; the second column, the passenger's name; third column, number of seats taken; fourth column, station where taken aboard, and destination of passenger; fifth column, the amount paid, and the sixth column, to whom paid. The name of W. J. Lyon will be noted as a passenger of this coach from Burlington to Elkhorn, probably on his way to attend court. William Penn Lyon was a resident of Burlington at that time, but before the end of 1855 he moved to Racine, and lived here until 1871, when he was appointed to the Wisconsin supreme court, which position he occupied until January, 1894—the last two years as chief justice. He was one of Wisconsin's most eminent and worthy citizens.

uel C. Russ opened the Russ house in Watertown, with a dance floor of the spouting variety. County Judge Walter C. Palmer, who was born at Watertown, lived with his parents at the Russ house when a boy, and vividly remembers his ambition to have a party of his own on that "springy" floor, a decisive personal negative intervened, however. The Burlington House was built in 1835, by Hugh McLaughlin, on the site of what was later the Jones house, now the Hotel Badger. It was dedicated Jan. 1, 1840, with a grand ball. Charles J. Jones bought the property in 1840, and in 1874 moved it a block south and built the Jones house, which was in turn rebuilt in 1917. The original tavern is now used as a tenement house.

Description of Tavern Interior.

A description of one of these early taverns by a son of the proprietor, will serve to illustrate in a general way the chief characteristics of them all. Speaking of the bar room, which in this case was a log structure, separate from the main tavern building, he said, "Tallow dips in tin reflectors hung on the wall near the bar, but he removed and placed temporarily on the large veranda at the front of the building. The festivities concluded, my father, who had been a son-farmer, sent everybody aloft to put the

beds back in ship-shape order, whereupon they "spliced the main brace" in the afore-said bar-room.

"The 'steerage,' when thus transformed into a ballroom, and trimmed with cedar boughs, with six candles on each side backed by bright tin reflectors tacked against the wall, together with the light from the fireplace, presented a most cheerful appearance, and became a favorite resort for dancing parties."

Tavern Entertainment Cheap.

The cost of entertainment at these taverns in the fifties is interesting to read about in these days of "high prices for all the necessities of life." One proprietor, who kept a good house, advertised his rates as follows: Meals, each \$.25 Lodging one night10 Boarding by week with lodging 2.50 Board by day with lodging75 Board by week without lodging 2.00 Horses to grain, hay and oats37 1/2 In the forties, when a man with a team reached a tavern in the evening, fifty cents was quite the usual charge for his lodging and breakfast, and food and care of his team; and at some of them whisky was free, as it could be bought for from twelve to fifteen cents a gallon.

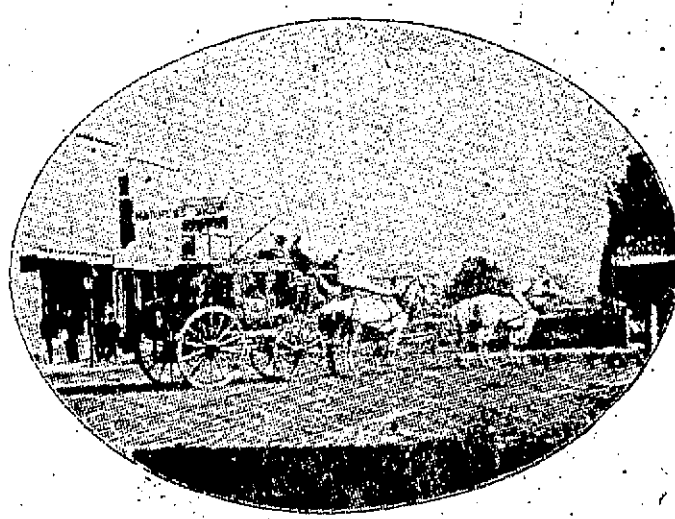
ELECTRIC TYPEWRITER ON SALE IN GERMANY

Berlin.—A German manufacturing company is offering an electrically operated typewriter on the market claiming it is a labor saving device, in that the "touch" is much easier, the speed considerably greater, with virtually no "wear or tear" on the operator's nerves.

Henry King: Salt spilled on the table cloth means a coming accident.

Lloyd Ingraham: Sneezing is an indication of luck to come.

Old Time Stage Coach



WAY BILL, FROM RACINE TO JANESVILLE AND BACK.

Monday
January 21st 1855

BESWICK & JONES, Proprietors.

Let this stage go through light, if it can at all. We have had one of the most severe storms that I have known in 12 years. The wind blew a gale all yesterday, and last night from the N. West. The snow is badly drifted. I have been burnt down on plank road in the 3 weeks. Any goods, papers & things which remain in the main street at a 2-40 place. Lumber from Campfield's place was buried. breaking the doors at Campfield's place. Beswick

A REMINDER OF STORMY DAYS

Folded way bill for stage trip of January 22, 1855, with special orders for the trip written on its face by Mr. Beswick. On the face of another way bill, dated March 5, 1855, was the following order: "This stage must not wait too long at Racine, for we must get through in the contract time to Racine and Janesville, and if the Beloit stage wants to run with us must make better time." Beswick.

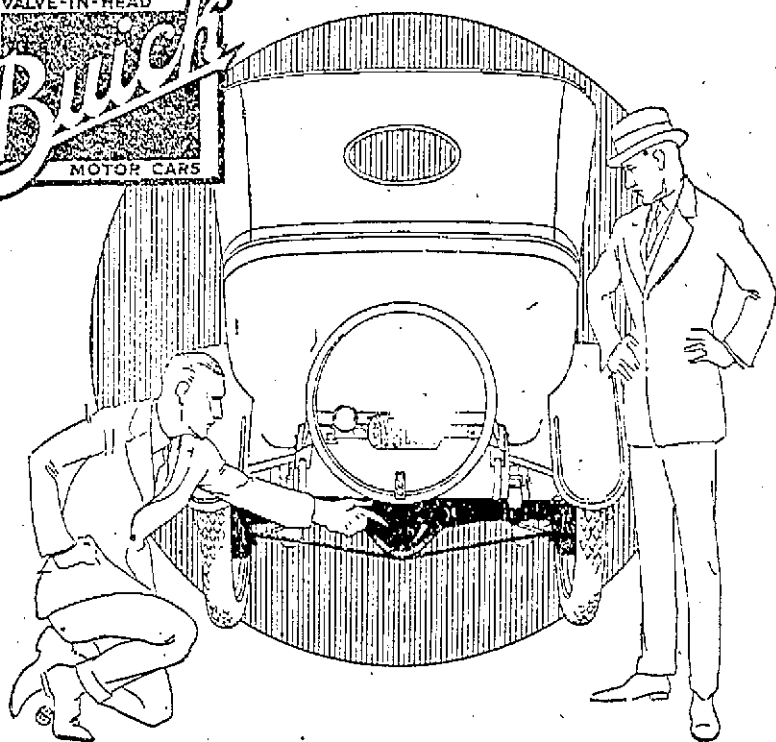
When You Think of Insurance Think of C. P. BEERS Agent

Ground Floor Hayes Block

The Gazette is prepared to help solve your Auto Problems.

AUTOMOBILE NEWS

We will gladly answer all questions pertaining to Autos.



"You See, Buick Knows How to Build a Rear Axle"

It's a rugged, powerful axle, built to stand up under all road conditions. And every unit of the Buick car is like the axle—strong and serviceable. Buick 1922 models have this traditional sturdiness. Step in and see them to-day..

Buick Sixes		Buick Fours	
22-Six-44 Three Pass. Roadster	\$1495	22-Four-34 Two Pass. Roadster	\$935
22-Six-45 Five Pass. Touring	1525	22-Four-35 Five Pass. Touring	975
22-Six-46 Three Pass. Coupe	1535	22-Four-36 Three Pass. Coupe	1475
22-Six-47 Five Pass. Sedan	1625	22-Four-37 Five Pass. Sedan	1650
22-Six-48 Four Pass. Coupe	1725		
22-Six-49 Seven Pass. Touring	1715		
22-Six-50 Seven Pass. Sedan	2035		

All Prices F. O. B. Flint, Michigan

(C-5)

Buick Dealer **J. A. DRUMMOND** Janesville, Wis.
WM. SCHRUB, Agent : **E. H. BURGESS**, Agent
 Edgerton, Wis. Orfordville, Wis.
J. R. DAVIDSON, Agent
 Milton and Milton Jet, Wis.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

REO

Records of Reo Motor Co. show that August was the greatest month in Reo history. 3485 units having gone out of the Lansing factory.

Why is the Reo factory rushed with orders? There are no better cars built than Reo at any price. Let us demonstrate the 1922 Reo now. \$1650. F. O. B.

H. C. PRIELIPP

N. Bluff Street.

Zenith Carburetors And We Are Selling Them



In fact, we are so certain of Zenith efficiency that we'll be glad to install a Zenith on your car or truck with the understanding that you must be satisfied. Drive around and let us give you a demonstration.

C. W. RICHARDS GARAGE
 Bell Phone, 187. R. C. Phone, 1118 Red.
 Zenith Carburetors.
 Electrical and Carburetion Specialists.
 55-61 S. River St. Janesville, Wis.

A Complete Line of New and Used Automobile Parts

for practically any make of car. Have you an old car in too bad shape to drive? If you have call us up and let us wreck it.

Turners Garage & Service Station
 S. Bluff St.

Townsend Tractors Take Blue Ribbon at Elkhorn Fair

The Townsend Oil Burning Tractor is wholly suited for use on Southern Wisconsin Farms. Come into the factory and see how they are made.

New Reduced Prices, \$895, \$1485, \$2750.

TOWNSEND MFG. CO.
 S. Franklin St. Janesville, Wis.

HINTS FOR THE MOTORIST

By ALBERT L. CLOUGH

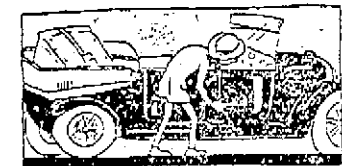
Copyright, 1921, by the International Syndicate

Keeping Rust Out Of The Springs

Even They Benefit By Occasional Lubrication

THERE IS SUCH A MULTITUDE of motor car parts which imperatively demand frequent and thorough lubrication to prevent their almost immediate and complete destruction, that one almost hesitates even to mention the lubrication of chassis-spring leaves to the overburdened motorist for, as a matter of experience, chassis springs generally outlast most other car parts, whether they are oiled or not. Still, they deserve some attention in this respect. When they leave the factory, they have graphite between their leaves, to prevent their rusting together, to reduce inter-leaf friction during deflection—thus making them more limber—and primarily to eliminate squeaking. Water and grit finally displace the graphite, the springs may become appreciably stiffer and probably they begin to squeak unbearably. Some claim that they are liable to break when leaf lubrication is absent and this is probably a fact, if the leaves have actually rusted together. The most generally applicable method of leaf lubrication seems to be the following: Clear off the springs thoroughly, removing all grit from between the edges of the leaves particularly, with a stiff brush, then stir up a small amount of flake graphite in cylinder oil and apply this mixture, with a paint brush, working it well into the spaces between the edges of the leaves and around the ends of the short leaves, where they overlap the long ones. Have someone on the running board "joggle" the car violently to make the springs deflect and thus work in the lubricant. If this procedure is repeated once or twice before the car is again washed, the oil will find its way between the leaves and squeaking will be prevented for a time at least, this treatment usually being sufficient to keep the springs in good condition until the next overhauling, when the car frame can be jacked up to unload them, the leaves separated by loosening the clips and prying apart and graphite grease spread between the leaves by means of a case knife.

BATTERY GETS NO CHARGING CURRENT



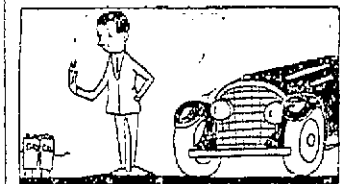
J. S. writes: Before starting on a thousand mile trip I had my battery fully charged but upon my return it was found practically discharged, although nearly all driving was done by daylight. I notice that my ammeter shows discharge instead of charge at all times. What do you think is wrong?

Answer: Evidently the generator is not furnishing charging current and this may be because it is out of order and does not build up to voltage; because the cut-out does not connect it into circuit or because the charging circuit is broken or short-circuited. Perhaps it is only that the field fuse of your generator has burned out. If you can get a spark by touching one end of a wire to the generator terminal and the other to the generator and the regular generator wire has been disconnected current is being produced. If you cannot, there is something wrong with the generator, such as bad brush contact or possibly burned out windings. If the generator tests O. K. the cut-out is probably to blame. Try closing its contacts with the fingers and see if charging then takes place. Look for loose connections in the circuit.

DOING AWAY WITH DRY CELLS

J. J. K. writes: My car is equipped with a magneto having dry-cells and a coil connected to it for starting purposes. Can I do away with the dry cells and connect my six volt storage battery to furnish starting current instead?

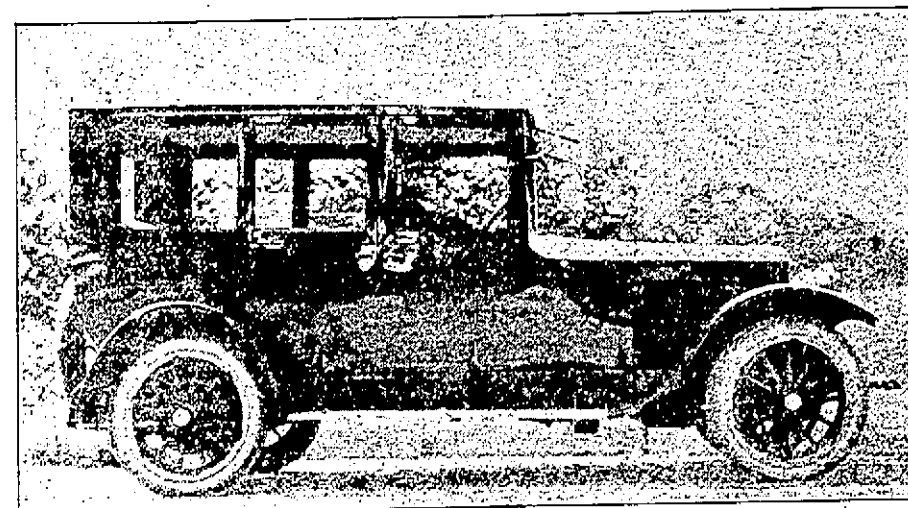
Answer: It is possible to do this, but we should not advise it, principally for the reason that your transformer coil is wound for use with four dry-cells and, we fear, would overheat seriously if your storage battery current were left on it for any length of time. It is possible too, that the magneto breaker-contacts would burn badly. Moreover the dry battery is in an ungrounded circuit and changes in the position of the switch would be required. It would seem better to keep the dry-cells in service as, with them in reserve, you could start your engine readily by hand. If the storage battery should give out.



Questions of general interest to the motorist will be answered by Mr. Clough in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope.

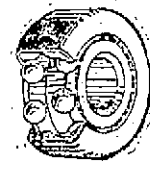
This Space Reserved For

Kemmerer Garage
 206-212 E. Milwaukee St.



Chas. E. Tallman at the wheel of his Auburn Beauty Six Sedan recently purchased from the Automotive Machine and Tool Company, local Auburn agents, 209 E. Milwaukee St.

Bearings for all Cars



TIMKEN — HYATT — NEW DEPARTURE BEARINGS SERVICE.

O'CONNELL MOTOR CO.
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HERES GOOD NEWS STUDEBAKER NEW PRICES EFFECTIVE SEPTEMBER 8TH

3-PASS. ROADSTER	\$1125
TOURING CAR	1150
COUPE ROADSTER	1550
SEDAN	1850

f. o. b. factories

All Studebaker Cars Equipped With Cord Tires. Let us demonstrate this great motor car.

Janesville Vulcanizing Company
 G. F. LUDDEN. 103 N. Main St.

We're More Than a Garage

Work that is impossible for the ordinary garage is easy for us. With our large, complete machine shop we can make a new part for any that are broken.

Bower City Machine Company
 959 McKey Blvd.
 Agency for Sterling Trucks.

Auto Accessories

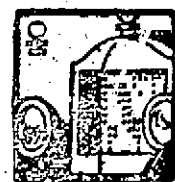
You will find a completely stocked department here with everything for your auto.

Get in the habit of coming here for supplies. It pays.
Douglas Hardware Co.
 15-17 S. River St.

OUR GARAGE SPECIALIZES

IN PERSONAL SERVICE Leave your car with us and you may be sure of work done on time and in a perfect manner. We sell Tires.

INMAN'S GARAGE
 WEST MILWAUKEE STREET.



QUICK WORK AND GOOD WORK

When you bring your radiator to our shop for repairing you will get it back promptly and the workmanship will be perfect.

JANESVILLE AUTO RADIATOR CO.

511 Wall St. Bell 2891. Opp. Northwestern Depot.

"What is Threaded Rubber?"

Threaded Rubber Insulation is made up of sheets of rubber, each pierced by 196,000 tiny threads. The rubber insulates each plate from its neighbor and the threads allow the battery solution to circulate freely.

Willard Threaded Rubber Insulation stays on the job month after month unaffected by acid and without a sign of splitting, cracking or perforation. It lasts as long as the battery plates and helps the battery give more miles of uninterrupted service per dollar.

You'll need a battery one of these days, so the time to get your battery information is right now. We'll be glad to show you a Threaded Rubber Battery inside and outside and tell you why it saves you money.

GIFFORD BATTERY SERVICE STATION
 23 S. Bluff St.
 Bell Phone 3084.

Willard Batteries

HAVE YOU RIDDEN IN THE NEW COLUMBIA CHALLENGER?

If you haven't you have certainly missed a keen pleasure.

The price of \$1195 makes it a greater value than any other make of car in the same class.

Phone us for demonstration.

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